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Joe McInnes  
TRANSPORTATION DIRECTOR

March 26, 2010

The Honorable Darryl Ray  
Mayor of Oneonta  
202 Third Avenue East  
Oneonta, Alabama 35121

**Subject: Annual Inspection Report  
Oneonta Municipal (Robbins Field) Airport**

Dear Mayor Ray:

An inspection of the Oneonta Municipal (Robbins Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on March 23, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is being issued with no restrictions. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO  
Ms. Natalie Hobbs, P.E.  
Goodwyn, Mills and Cawood, Inc.

MARCH 23, 2010



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



ONEONTA MUNICIPAL (ROBBINS FIELD) AIRPORT

ONEONTA, ALABAMA

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AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

# Annual Inspection Report Oneonta Municipal (Robbins Field) Airport Oneonta, Alabama

March 23, 2010

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Oneonta Municipal (Robbins Field) Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on March 23, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Drawing (ALD) dated April 2005.

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## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on March 23, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths** **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

## **State Licensing Standards:**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement.
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

## **Inspection Results:**

- Runway 05: There are no obstructions (See Photo # 1).
- Runway 23: There are no obstructions (See Photo # 2).

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**Photo # 1 – Runway 05 Approach**



**Photo # 2 – Runway 23 Approach**





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March 23, 2010

## 2. Primary Surface Administrative Code 450-9-1-.12(2)

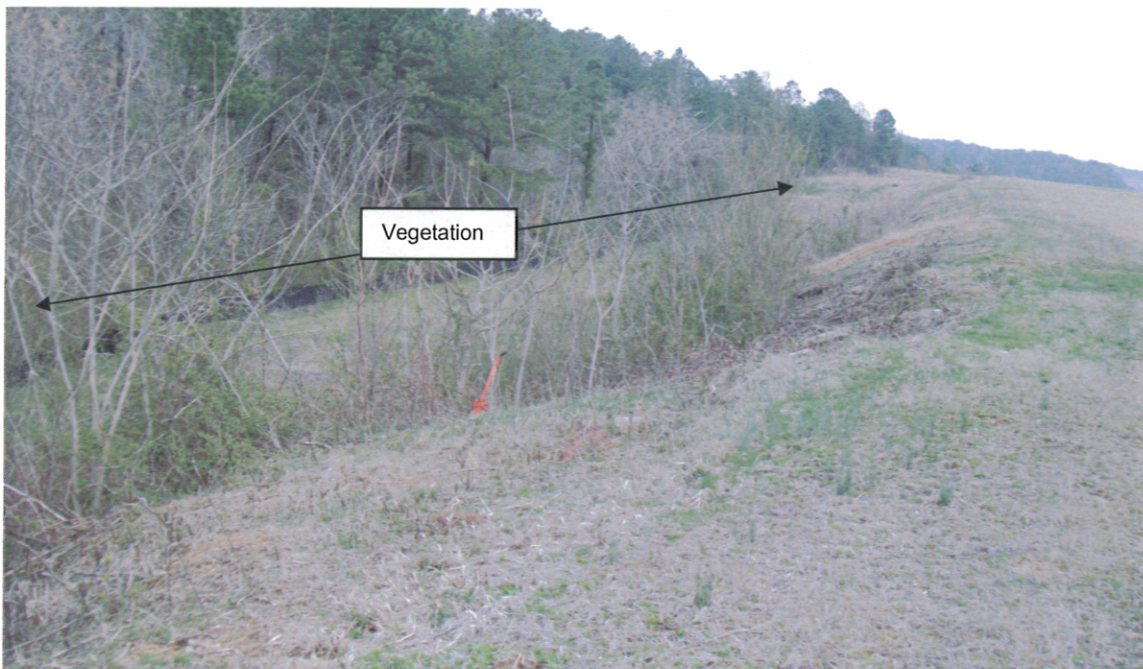
### State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results:

- The primary surface was clear with the exception of some overgrown vegetation located in the northwest area of the primary surface within 110 feet of the runway centerline (See Photo # 3). Also, pieces of concrete slabs have been discarded within the primary surface (See Photo # 4).

**Photo # 3 Vegetation with-in Primary Surface**



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**Photo # 4 – Discarded Concrete**



## **Maintenance Required:**

- The vegetation within the primary surface should be removed and maintained in a mowable condition to preclude the growth of vegetation that could become a safety hazard and discarded concrete slabs must be removed.

## **3. Runway Safety Area Administrative Code 450-9-1-.12(3)**

### **State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.



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## **Inspection Results:**

- The grade of the runway safety area was found to meet state safety requirements.

## **4. Airport Markings Administrative Code 450-9-1-.12(4)**

### **State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

## **Inspection Results:**

- The airport markings were found to be in good condition (Photo # 5).

**Photo # 5 – Runway 5 NPI & Displaced Threshold**



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## 5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

### State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### Inspection Results:

- The wind direction indicator was inspected and found operational (Photo # 6).

Photo # 6 – Wind Cone



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## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### Inspection Results:

- The airport lighting system was inspected with the following results:

Threshold Lights – 1 fixture broken  
Taxiway Lights – 1 fixture broken  
Runway Lights – 1 inoperative

### Maintenance Required:

- Repair or replace inoperative lights.

## 7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

### State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

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## **Inspection Results:**

- The airport surfaces are in excellent condition.

## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

## **Inspection Results**

- No fuel service available at this airport.

## **9. Prohibited Activities Administrative Code 450-9-1-.16**

### **State Licensing Standards:**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

## **Inspection Results:**

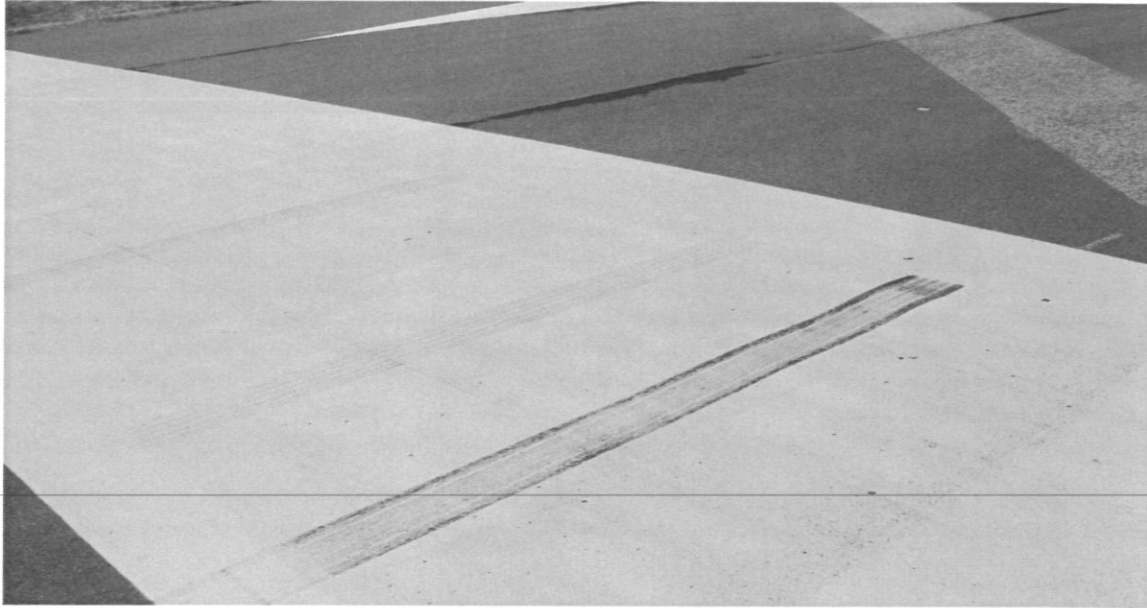
- There was evidence of unauthorized vehicle access on the runway surfaces (See Photos # 7 & # 8).



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**Photo # 7 – Unauthorized Vehicle Access**



**Photo # 8 – Unauthorized Vehicle Access**



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## **Maintenance Required:**

- The airport has recently completed a fencing project which should control unauthorized vehicle traffic; however gate access should be controlled along with appropriate signage.

## **Summary:**

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Primary Surface	Maintenance	Remove vegetation and concrete slabs from primary surface
Airport Lighting	Maintenance	Repair/replace inoperative lights
Prohibited Activities	Maintenance	Control unauthorized vehicle access

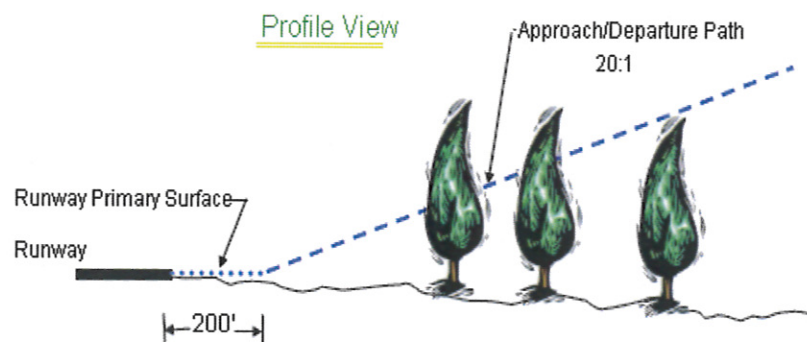
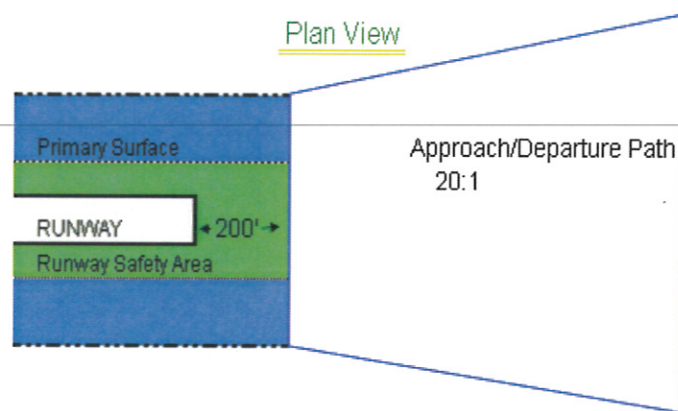
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Oneonta Municipal (Robbins Field) Airport Oneonta, Alabama

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1